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WHILE IT IS THE FULL INTENTION OF THE EDITORS TO ALLOW THE LARGEST LIBERTY TO CONTRIBU-TORS, IT MUST BE DISTINCTLY UNDERSTOOD THAT WE DO NOT THEREBY ENDORSE THEIR OPINIONS, OR ARE IN ANY SENSE RESPONSIBLE FOR THEM.

TO THE OFFICE NOT LATER THAN THURSDAY EVE NING OF EACH WEEK, IF THEY ARE TO APPEAR IN THE CURRENT NUMBER. PRANSIENT NOTICES, FIFTY CENTS FOR EIGHT LINES. BACH INSERTION. FOR LARGER SPACE AND PER-

NEWS ITEMS, NOTICES AND REPORTS MEST BE SENT

Grasping at a Shadow.

MANENT RATES, APPLY AS ABOVE.

The times are hard. Labor is unemployed. Manufacturers are unable to run their mills at a profit. Many kinds of business are flat. The long-hoped for revival has not come. True, there are some indications of improvement. The volume of exchanges at New York were somewhat greater in August of the present year than in August, 1884. A gain of one per cent in values of products sold probably indicates still greater gains in quantities. Improvement is thus seen to be store is the last place of business on that small. Crops are fair, with the single exception of wheat; yet profits are light. The great mass of business men feel the dullness and stagnation of trade. Such a time is favorable for the dissem-

ination of new ideas. The "Greenback' heresy received its strongest backing during the dull years following the panic of '73; while tariff tinkering goes on unceasingly, but with accelerated force in times of financial depression.

Just now there is a cry for a decreased cost of production. Edward Atkinson, the accomplished statistician, poured out recently at the meeting of the American Science Association at Ann Harbor, a mass of figures designed to prove that while the workingmen consume now but an average of 42 cents per day, it is possible to reduce the cost of living to a still

Other free-trade advocates argue with much plausibility that cheaper raw material is the cure-all for our financial distresses. Our manufacturers, they say, are over weighted with dear raw materials. Open the flood-gates. Let them come in free of duty and we can compete with the world.

One word, gentlemen. Many years ago a wise man named Æsop," not a college-bred man but a slave, with few advantages, propounded a fable. A dog stood by the river's bank with a piece of meat in his mouth. In the water he saw the shadow of a larger piece. Overtempted he endeavored to grasp this new bit of food, but too late found that he had exchanged the reality for a shadow. Such may easily be our fate. Protection has its disadvantages. While securing for manufacturers the home markets, it makes more difficult the acquirement of the more distant trade. This to many may seem a tempting morsel, and so it is, could it be had for the asking. But when it must be secured, if at all, by surrendering the home market to foreign competition with the advantages of low-priced labor, cheap capital and long-established industries, the experiment of free-trade is not simply dangerous, it is likely to be enormously disastrous. When a home market has been given to the foreign manufacturers by the reductions of dutier to a free-trade point, who is to deliver to the American producer the foreign market where competition is equally

The portion of meat now enjoyed may be small, but how much greater than the shadowy morsel which is promised! Amid the shiftings of politics, the breadand-butter problem is vastly important, and protection to American industries principle not to be overlooked.

The Yacht Race.

The interest in the International Yacht Race to be had on Monday next grows apace as the time for the contest approaches.

Of course all persons who are lovers of outside sports have long waited for this event with scarcely concealed impatience. To them it means a valuable test of certain principles govering the construction of sailing craft, and for this reason they attach great importance to the final result as a demonstration of the relative superiority of the Sloop or Cutter mod-

The fact that the sloop Puritan has been selected to contest the race with the cutter Genesta, brings forward this issue to be hoped that the race will not be del that business prospects will be be bright 725, 727, 729 Broad St., Newark.

cided by any accident or chance but that the victory may be won by good seamanship and the swiftest boat.

The interest in this race, however, is not confined to yachtsmen. The great body of the American people, who usually are indifferent to the yearly races between American boats, are fully alive to the fact that this is to be a determined effort on the part of John Bull to win back the "America's Cup," a trophy which has been so long held by us that it now seems of right to belong here.

The fact that the English cutter was built especially for this contest and that she has developed a speed which is superior to any attained by the old line yatchts, and that if the Cup is to remain on this side of the water it must be because the Puritan will show a corresponding advance in the construction of swift boats is sufficient to awaken the ardor and arouse the enthusiasm of even the most prosaic American.

Fortunately the Puritan has shown herself to be a wonderfully fast boat and there is no reason as yet to feel any misgivings as to the result.

The Boston sloop is our own national representtive and in her achievements are centered our national pride and

The grading of sidewalks on the west side of Broad Street has now reached the premises of the estate of Samuel Carl. It is quite possible that under the circumstances the owners of this property may not be able to decide at once just what they will wish to do in the matter. In any event much has been accomplished at a moderate expenditure of public money. It was a matter of necessity that this work should involve the destruction of some valuable trees and it is greatly to be desired that new ones be promptly put in their places. Mr. Carl's time before the demands of trade will proceed further in that direction. It is suggested that as the street at the line of Mr. Wm. R. Peters begins to widen it is not so important the walk be lowered to a curb line, but that a moderate incline grade might be adopted which will save the trees from that point. Such a grade seems practicable and will doubtless be considered by the Township Committee if the work is to proceed in that direction.

Letter from Saratoga.

UNITED STATES HOTEL, SARATOGA, AUG. 31 August goes out in a blaze of sunny splendor, for which Saratoga is truly thankful-since we have had far too many rainy days of late. Now the weather promises to be warm and pleasant, and although the height of the Saratoga season may now be said to be waning-still there are many bright days in store for those who spend the month of September here. Nothing could be more delightful than early fall in Saratoga, and the fashionables who are always upon the wing make a mistake in leaving here as soon as sum-

Saturday was the last day of the races -and, as the day was fine, a large crowd went out. Col. Tom Ochiltree, the famous Texan who came near getting us into a quarrel with old Bismarck and Germany in the Lasker business, bloomed in all his glory at the races. The Colonel is a great lover of the turf-and, presum ably, of the ladies also, since he is always to be seen upon the grand stand surround ed by a bevy of fair ones. Probably the ladies besieged the Colonel for "tips" on the races-since the ladies this year were the most inveterate tempters of fate in the way of buying pools-and made no secret of the matter, either, as they were wont to do half-a-dozen years ago. They had their betting-books in their hands and pencil and programme also-and it was amusing to watch the studious expression of their faces as they pondered upon the merits of the different races, and make sage remarks about the jockeys, combinations, pools, etc., etc. It is said that most women are naturally gamblers-and, although very many are content after having drawn a prize, or other wise in the matrimonial lottery, and stop there-others become deeply fascinated with "trying their luck," either in buying stocks down in Wall street, during the winter season, or in betting at the races in Saratoga. Many of the absent husbands or fathers, who have sent their families here for their health, would be amazed to know how deeply interested in the various games of chance their wives and daughters have become and may very justly be surprised at the very long bills which they will have to pay as

Saratoga "expenses." However, the hubbub and excitement of the races are over, and were it not for the expected gathering here of the politicians during September the days would be quiet enough. The advent of the politicians will make a delightful bustle, and will wind up the season in a brilliant manner. Although there has been somewhat of a depression this year upon all the watering places, a great season is anticipated for next summer, especially in Saratoga. General Grant's death and funeral certainly had an effect upon all summer gayeties at the different resorts, and while it is hoped that no such calamwith great distinctness. It is sincerely | ity will befall us next year, it is believed

er, and that there will be more money to spend, of which Saratoga will reap the

People who had been especially giddy during the past week had plenty of opportunities for retrieving their past by listening to the ablest preachers in the land in the different churches. Dr. J. P. Newman, Gen. Grant's pastor, preached in the Baptist church in the evening, where the Rev. Dr. Magoon, of Philadelphia, discoursed in the morning. The famous Boston minister, Rev. Joseph Cook, filled the Methodist church this evening, and Bishop Saymour, of Springfield, Ill., filled the Episcopal church in the morning, where the pulpit was filled in the evening by the Rev. Dr. Gallaudet, who interpreted the signs of the deaf mute language, so that it will be seen that there was abundant opportunity to be steady and devout, even here in gav Miss Emma Thursby gave a grand

concert in the ballroom of the United States last Friday evening, which was a thorough success, the hall being filled, and Miss Thursby being in excellent voice, and looking as charming as ever, in a handsome evening dress of white silk, with pearl ornaments. She sang for her opening aria the very difficult 'Shadow Song" from Dinorah, with her wonted beauty of style and smoothness of execution. This was followed by the old Scotch ballad "Somebody" as an encore, sung with fine taste and feeling. A mazourka by Chopin was brilliantly rendered by the fair cantatrice, followed by a Norwegian laughing song as an en core, which especially delighted the audience. Miss Thursby also sang two duets with Mr. King, the favorite tenor. Mr. Leopold Godowski, the boy pianist, played delightfully and wonderfully, as usual, and astonished the audience with the display of so much youthful genius.

Miss Adele Becker, a fair, slender girl side of Broad Street and it will be a long of about fifteen, also shared Mr. Godowski's laurels as a youthful prodigy by her exquisite rendering of two very difficult solos upon the violin. Both of these youthful artists have undoubtedly brilliant futures in store for them.

The Saturday evening hop at the United States Hotel was the most brilliant the season, over a thousand guests being present. Many beautiful costumes were worn, and the display of jewels was fairly dazzling. The band seemed inspired by the gayety of the event, and played as if inspired, lending still greater eclut to the occasion. A great many prominent people were present, a list of whom

would fill columns. This week, if the weather is fine, will be fully as enjoyable as the last, for there is no end to promised festivities—and flying trips to Mt. McGregor and Lake George will fill up many days, hundreds of people going every day to the former

SOPHIE SPARKLE.

Judge Tourgee's latest lecture is enti tled "Give Us a Rest."

General Lew Wallace's story, "Ben Hur," paid him \$3,200 last year in roy

•E. P. Roe, the novelist, has a daughter still in her teens who has begun to write

Edward Everett Hale, in an address at Chautauqua on Wednesday, declared the narrative English of General Grant to be 'the best narrative English that has been produced in this century."

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TIME TABLES. Carefully Corrected up to date. DEL., LACK., & WESTERN RAILROAD. Barclay and Christopher Street Ferries.

TO NEW YORK. Leave Montclair-6.03, 7.15, 7.52, 8.28, 9.15, 10.35, 11.35, a. m., 12.40, 1.40, 3,30, 4.40, 5.25, 6.10, 6.57, 8.15, 9.40, 11.05, p. m. 12.20 a. m. Leave Glen Ridge -6.06, 7.17, 7.54, 8.29, 9.17, 10.37, 11.37, a. m., 12.43, 1.43, 3.33, 4.42, 5.27, 6.13, 7.00, 8.18, 9,43, 11.08 p. m., 12.23 a. m.

Leave Bloomfield – 6.08, 7,19, 7.56, 8.31,9.19, 10.39, 11,39, a. m., 12.46, 1.45, 3.35, 4.44, 5.29, 6.15, 6.59, 8.20, 9.45, 11.10, p. m., 12.25 a. m

Arrive Newark -6.23, 7.30, 8.10, 9.30, 10.50, 11.50 a.m. 1.08, 1.58, 3.47, 5.00, 5.40, 6.38, 7.26, 8.37, 10.08, 11.22 p. m. 12.34 a. m. Arrive New York -6.50, 8.00, 8.40, 9.10, 10.00, 11.20 a. m. 12.20, 1.40, 2.30, 4.20, 5.30, 6.10, 7.10, 7.55, 9.10, 10.40, 11.55 p. m.

FROM NEW YORK. Leave New York—6.30, 7.20, 8.10, 9.30, 10.30, 11.20 a. m. 12.40, 2.10, 3.40, 4.20*, 4.50, 5.30, 6.20, 7.10, 8.30, 10.00, 11.15 p. m. Leave Newark - 6.40, 7.15, 7.58, 8.43, 10.03, 11.03, 11.53 a. m. 1.13, 2.44, 4.13, 5.26, 6.03, 6.53, 7.48, 9.03, 10.38, 11.53 p. m.

Arrive Bloomfield —6.51, 7.26, 8.09, 8.55, 10.15, 11.15 a. m. 12.05, 1.24, 2.55, 4.24, 5.04, 5.37, 6.15, 7.05, 8.00, 9.14, 10.50 p. m. 12.04 a. m. Arrive at Glen Ridge 2 minutes later.

NEW YORK AND GREENWOOD LAKE R. R. Chambers and 23d Street Ferries, New York. TO NEW YORK.

Leave Upper Montclair—5:28, 6:57,7:49, 8:48, 10:47, a. m. 1:26, 4:45, 7:03 p. m. Leave Montclair—5:33, 7:02, 7:55, 8:53, 10.52 a. m., 1:34, 4:50, 7:11 p. m. Leave Bloomfield — 5:38, 7:06, 7:59, 8:57, 10:56 a. m. 1:38, 4:54, 7:14 p. m. Arrive New York—6:25, 7 50, 8;40, 9:40. 11:40 m. 2.25, 5.40, 7.55, p. m. Train leaving Upper Montclair 9.58 p. m., Montclair 10.03 p. m., and Bloomfield 10.08 p. m., runs Saturday nights only.

Sunday trains from Montclair at 8.04 a. m. and 7.11 p. m. FROM NEW YORK.

Leave New York-6.00, 8.40, 12.00, m. 3,40, .40, 5.40, 6.20, 8.00 p. m. Leaves 23rd. st. 5.45, 8.30, 11.45, a. m., 3,30, 4,30, 5.30 6. 15, 7.45 Arrive Bloomfield—6.49, 9 28 a. m. 12.43. 4.19, 5.23, 6.26, 7.05, 8.39. p. m. Arrive at Montclair—7.02, 9.32, 12.49 a. m. 4.24, 5.29, 6.26, 7.11, 8.46, p. m. Arrive Upper Montclair—7.06, 9.36, a. m 12.53, 4.28, 5.33, 6.337.16, 8.50, p. m. Also a Saturday train from New York at 12.00 m. for the accommodation of theatre goers, arriving at Bloomfield 12.47, Montclair 12.52.

Jpper Montclair 12,56 a.m. Sunday trains from New York at 8.45 a. m and 8.00 p. m. Sunday trains from Orange-7.00, 9.00, 11.0 Sunday trains from Orange 7.00, 9.00, 11.0 m. 2.00, 4.00, 6.00, 8.20 p. m. Sunday trains for Orange leave New York 7.45, 9.45 a. m. 12.45, 2.45, 7.15, 9.15, p. m. Pavonia Ferry, foot of Twenty-third street North river, to and from Jersey City ever fifteen minures, from 6.15 a.m. to 6.45 p. m. instead of every half-hour, commencing Ap. 11 13, 1885. Sundays, 5.45 a.m. to 10.15 p. m. very half-hour, connecting with various horse car lines both in New York and Jersey City.

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LEGAL NOTICES.

SHERIFF'S SALE.—In Chancery of New Jersey, between the Mutual Benefit Life Insurance Company, complainant, and Nora H. Hayes, et al., defendants. Fi. fa., for sale of mortgaged property. By virtue of the above stated writ of fieri facias, to me directed, I shall expose for sale by public vendue, at the Court House, in Newark, on Tuesday, the twenty-second day of September next, at two o'clock P.M. all that tract or parcel of land and premises situate, lying and being in the town-ship of Bloomfield, Essex County, New

Beginning in the southerly line of Linden avenue at the northwest corner of land sold by Phineas J. Ward to William Jarvie; thence running southerly along said Jarvie's line at right angles to Linden avenue two hundred feet; thence westerly parallel with said avenue ninety feet thence northerly parallel with the first course two hundred feet to said avenue; thence easterly along Linden anchue ninety feet to the place of beginning.

Newark, N. J., July 20, 1885. WILLIAM H. BROWN, Sheriff. F. K. Howell, Solicitor.

ON THE ENGINE. Running a Locomotive While Deathly Sick-Something the Passengers Did not know-A Physician Saves an Engineer.

Dr. David Kennedy, Rondout, N. Y. Dear Sir: I am an engineer on the Old Colony Rail-road, and run the Fall River boat train between Fall River and Lowell, residing in Taunton. For ten years I suffered every but death from dyspepsia. Often I had such binding sick headaches that I could scarcely see. I think this was due partly to irregular habits of eating, and partly to the jar of the engine. Sometimes my head would snap like neuralgia, and again the pain would set-tle in my eyes, which would feel as big as a man's fists. My breath was very offensive, and my food soured as soon as it entered my stomach. In fact my stomach felt as though it were a great raw and sore surface, and what agony it gave perhaps you can imagine,
In the summer and fall of 1876, when we had the heavy
centennial travel, the constant jar brought on acute attacks nearly every week and I thought I should have to leave the road. But I kept at work until the next spring. when I grew so much worse that I could virtually eat nothing, and concluded that my labor, and my life too, were about over. Remember that I had tried every medicine I heard of and had been treated by some of the best physicians in Taunton and Lowell. At this critical time DR. DAVID KENNEDY'S FAVORITE REMEDY was recommended to me. It was new 'o me, and with my experience of medicines, you can easily forgive me for saying that I had not a particle of faith in it.

I had taken it but a few days when I began to get better. The raw and sore feeling left my stomach, and the

snapping pains left my head, and soon I was all right, and have been ever since. It is the only thing that ever did me the least good, and it drove every ache, pain and discomfort completely out of my body. Now I keep KENNEDY'S FAVORITE REMEDY with me on my engine, and it goes whereever I go.
Why, I believe FAVORITE REMEDY will cure anything. One night, a while ago, John Layton, an engieeer who runs the main line boat train from Boston, came on my engine sick as death. He was worn out with work, had a high fever, and was so nervous he almost broke down crying. "Nonsense, John," I said, "cheer up, I've got something on my engine that will set up in a jiffy." I took out my bottle of FAVORITE REMEDY, lifted his head and gave him a got. lifty." I took out my bottle of FAVORITE REMEDY, lifted his head and gave him a good dose. He went to bed. Two days after I saw him looking healthy as a butcher. "Dan," he said, "what was that stuff you gave me the other night?" "It was DR. DAVID KENNEDY'S FAVORITE REMEDY, Rondout, N. Y.," said I. "Well, I don't care whose Remedy it is, it's the thing for a man on the railroad." So say we all. Yours, etc., DANIEL FITTS.

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